presently having access to Goa for operation of scheduled services. However, inclusive tour charter flights are permitted to Goa under the existing Inclusive Tour Package (ITP) charter guidelines. The cost for such package tours is inclusive of both land segment (comprising of hotel and transportation charges) and air segment (comprising of to and fro air fare).

(c) Does not arise in view of the above. In fact, all scheduled airlines operating on international sectors are free to apply tariff of their choice. Air India has also established appropriate fares taking into account market dynamics and competition. They keep constant vigil on market fuletuations in order to react suitably.

Commercial use of Safdarjung Airport

1905. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to use Safdarjung Airport for commercial activities;

(b) if so, whether it would tamper with the heritage status of the area;

(c) whether it is a fact that in the past too, various such plans of commercialisation have been shelved in view of the opposition from various agencies;

(d) if so, whether Government have explored to develop this piece of land into a horticulture park or use for ballooning carnivals, micro light tourist flights or as National Air Museum; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Safdarjung Airport is being used for VVIP, VIP flights and other aviation activities. At present, Government has no plan to use land at this airport for commercial activities.

(b) Does not arise.

(c) In the past, various agencies had suggested proposals such as international level Convention cum Exhibition Centre, Heritage Cenre, National Aviation Museum etc. there were no tangible outcome.

(d) Due to the imperatives for secuity aspects, possibility of using Safdarjung Airport for micro lights, tourist flights, ballooning carnivals or Horticulture Park has limitations.

(e) Does not arise.

Use of old 747 Aircrafts

1906. PROF. SAIF-UD-DIN SOZ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether he is aware that the age of many 747 aircrafts is such that these can no more be used as per international standards; and

(b) whether any such aircrafts are still in use and if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As long as aircraft are maintained as per approved maintenance programme of DGCA and all mandatory requirements stipulated by the DGCA as well as the regulatory authorities of the aircraft manufacturing countries are complied with, they are considered airworthy and can operate on all international/domestic sectors. All the aircraft in Air India's fleet are maintained in airworthy condition and meet all the requirements of the regulatory authorities.

Black marketing of concessional tickets

1907. SHRI RAJKUMAR DHOOT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the airline companies have offered attractive economy packages for passengers to attract tourists;

(b) whether it is also a fact that concessional tickets have been purchased by travel agents denying benefits to legitimate passengers, and

(c) if so, the steps taken by Government to check black marketing by travel agents?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. Many airline companies offer promotional fares/schemes to attract tourists.